

0810Z 25 MAY 63

SECRET

DIRECTOR

25X1A

OSA (1-15)

S/C (16)

25X1A

TOR: 0942Z 25 MAY 63

PRIORITY

IN 77689

PRIORITY

INFO

CITE

9671

OXCART

NO NIGHT ACTION

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FOR MR CUNNINGHAM FROM

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FOLLOWING IS STATEMENT OF [REDACTED] ON ACFT 123.
PRIOR TO REACHING THE WENDOVER CHECKPOINT I WAS AT 34,000 FT
INDICATING .85 MACH ON THE TRIPLE DISPLAY INDICATOR. UPON
READING ZERO ON THE DISTANCE-TO-GO INDICATOR (INS) I BEGAN A
LEFT TURN IN ACCORDANCE WITH THE PRE-BRIEFED FLIGHT PLAN.
WHEN APPROXIMATELY HALF WAY THROUGH THE LEFT TURN I NOTICED
THE MACH DIAL INCREASING. I BEGAN A CLIMB WHILE IN THE TURN;
HOWEVER, THE AIRSPEED AND MACH NUMBER CONTINUED TO INCREASE.
THE MAXIMUM MACH WAS 1.05. I COULD NOT FIGURE OUT WHY THIS
SHOULD OCCUR SINCE THE THROTTLES SETTING HAD REMAINED CONSTANT
THROUGHOUT THE FLIGHT AND I WAS CLIMBING. WHILE IN THE TURN
MY WING MAN, [REDACTED] SAID THAT HE COULD NOT KEEP THE
SAME RATE OF TURN, THEREFORE MAKING A LARGER TURN. HE SAID
THAT HE STILL HAD ME IN SIGHT. DURING THIS TIME I WAS FLYING
THE AIRCRAFT WITH THE CSC STICK BUTTON. AFTER OBSERVING THE

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INCREASE IN THE MACH AND AIRSPEED OF THE TRIPLE DISPLAY INDICATOR, I RETARDED THE THROTTLES SLIGHTLY TO SEE WHAT EFFECT THIS WOULD HAVE. I THEN LEVELED OFF IN THE TOP OF THE CIRUS AND ENGAGED THE AUTO-NAV POSITION OF THE INS. DURING THIS TIME THE AIRSPEED INDICATION BEGAN TO DECREASE. ASSUMING IT WAS A TEMPORARY MALFUNCTION I BEGAN CHECKING MY MISSION EQUIPMENT AND ENGINE INSTRUMENTS. I CHECKED THE PITOT HEAT SWITCH WHICH HAD BEEN ON DURING THE ENTIRE FLIGHT TURNING IT ON AND OFF THREE TIMES, THEN LEAVING IT ON. MISSION EQUIPMENT WAS OPERATING SATISFACTORY AND THE RPM READ ABOUT 98 PERCENT. I BELIEVE THAT THE FUEL FLOW WAS READING 1800 POUNDS PER ENGINE. I AM NOT POSITIVE OF THE ABOVE STATEMENT CONCERNING THE FUEL FLOW. AFTER THIS CHECK WHICH REQUIRED ONLY A SECOND OR SO, I IMMEDIATELY NOTICED THE AIRSPEED (KEAS) DECREASING BELOW CRUISE. ABOUT THAT TIME

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[REDACTED] STATED THAT HE WAS PASSING ME AND I SAW HIS CONTRAIL OFF MY RIGHT ALTHOUGH WE WERE IN THE CIRUS. WHEN I OBSERVED THE AIRSPEED (KEAS) DROPPING BELOW 160, I INCREASED THE NOSE DOWN ATTITUDE OF THE AIRCRAFT WITH THE AUTO PILOT PITCH CONTROL WHEEL. THIS WAS A SMALL CORRECTION OF THE PITCH CONTROL WHICH WOULD LOWER THE NOSE SLIGHTLY, NOT WANTING TO DESCEND IN TO MORE DENSE WEATHER. THE AIRSPEED CONTINUED TO DECREASE AND UPON REACHING 147 KEAS I UTILIZED THE CSC ON THE STICK TO INCREASE THE RATE OF DESCENT ATTEMPTING TO INCREASE THE AIRSPEED. I FELT THAT IT

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WAS NOT GOOD PROCEDURE TO GET IN TO AN EXCESSIVE RATE OF DESCENT IN THE WEATHER WITH THE INSTRUMENTS BEING POSSIBLY UNRELIABLE. ALSO, THE AIRSPEED DID NOT IMPROVE DIRECTLY WITH THE RATE OF DESCENT. I BELIEVED THAT THE PITOT SYSTEM OR THE AIRSPEED INDICATORS WERE MALFUNCTIONING, THEREFORE, I LEVELED OFF AND ENGAGED THE AUTO NAV SWITCH OF THE AUTO PILOT SYSTEM HOPING IT WOULD MAINTAIN LEVEL FLIGHT, IF I WAS GETTING ERRONEOUS READING FROM THE FLIGHT INSTRUMENTS. THERE WAS NO IMPROVEMENT IN THE AIRSPEED-THE INDICATOR SHOWED A CONTINUED DECREASE AND I IMMEDIATELY DISENGAGED THE AUTO NAV AND FLEW WITH THE CSC. I CALLED [REDACTED] MY CHASE WING MAN, AND TOLD HIM I WAS HAVING AIRSPEED TROUBLES. DURING THIS PERIOD I WAS GRADUALLY DESCENDING.

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AT ABOUT 120 KEAS I AGAIN INFORMED HIM THAT I WAS HAVING TROUBLES. WHEN THE AIRSPEED DROPPED TO 101 KEAS THE AIRCRAFT BEGAN TO SHUTTER AND STALL. I ATTEMPTED TO LOWER THE NOSE WITH REFERENCE TO THE FLIGHT INSTRUMENTS, BUT THE AIRCRAFT SNAPPED TWO OR THREE TIMES AND WENT INTO A INVERTED, FLAT SPIN AT APPROXIMATELY 30,000 FEET. I INFORMED [REDACTED] THAT I WAS IN A SPIN. AFTER AN UNKNOWN NUMBER OF ROTATIONS, I WOULD ESTIMATE NEAR 25,000 FEET, AND AFTER ATTEMPTING TO RIGHT THE AIRCRAFT OR GAIN CONTROL WHICH WAS FUTILE, I DECIDED TO EJECT. I LOOKED DOWN AT THE EJECTION, GOT A FIRM GRIP, TRIED TO POSITION MY HEAD IN THE HEAD REST AND PULLED. I WAS IN AN INVERTED POSITION, THUS EJECTING DOWNWARD.

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THE CANOPY AND EJECTION SEAT APPARENTLY FUNCTIONED PROPERLY. I FELT THE SEAT PUSH-AWAY STRAPS SEPARATE ME FROM THE SEAT AND THEN THE DROGUE CHUTE DEPLOYED. AT THAT TIME I CHECKED MY WATCH WHICH READ 1205. SHORTLY AFTER THE DROGUE CHUTE SEPARATED DEPLOYING THE MAIN CHUTE. THE MAIN CHUTE OPENING SHOCK WAS MODERATE. WITH THE SURVIVAL KIT TO SIT ON I WAS QUITE COMFORTABLE. AT EXACTLY EIGHT MINUTES AFTER I CHECKED MY WATCH (1213) I PULLED THE SURVIVAL KIT RELEASE, THE KIT DROPPING TO THE LENGTH OF THE LANYARD THROWING OFF THE CUSHION. THE KIT THEN BEGAN ROTATING, WHICH I TRIED TO DEMINISH WITH MY FEET ATTEMPTING TO DAMPEN THE OSCILLATIONS. I RETAINED MY HELMET, HAVING THE MASK SNUG AND THE VISOR DOWN. THE VISOR FOGGED UP AND I COULD NOT SEE, SO I RAISED IT. AS I DESCENDED I SAW THE EJECTION SEAT PASS ME, THEN I SAW THE AIRCRAFT BELOW WHICH APPEARED TO STILL BE IN AN INVERTED, FLAT SPIN. I SAW THE AIRCRAFT AGAIN AFTER IT HAD HIT AND WAS BURNING. WHEN THE SURVIVAL KIT MADE CONTACT WITH THE GROUND I PREPARED MYSELF FOR THE TOUCH DOWN. I LANDED ON MY FEET, FALLING TO THE LEFT ON MY BACK AND LEFT SHOULDER. I TRIED TO UNLATCH THE RIGHT RISER RELEASE TO COLLAPSE THE CHUTE, BECAUSE OF THE WIND, LATCH WAS TOO HARD TO OPEN. I THEN RELEASED THE LEFT RISER RELEASE AND REMOVED THE PARACHUTE HARNESS AND COLLECTED THE CHUTE. I HAD LANDED ABOUT ONE AND A HALF TO TWO MILES FROM THE AIRCRAFT, BUT I COULD ONLY SEE THE SMOKE. MAKING TWO TRIPS TO ANOTHER HILL I MOVED ALL OF MY GEAR IN AN EFFORT TO GET NEARER TO THE AIRCRAFT. AS I WAS GOING TO

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PICK UP THE DROGUE CHUTE WHICH WAS ABOUT 2,620 FEET FROM ME. I SAW A RED PICK-UP TRUCK WITH ITS LIGHTS ON. NOT BEING CERTAIN THAT THEY HAD SEEN ME I WALKED BACK TO THE FIRST HILL WHERE THEY SAW ME. THERE WERE FOUR MEN IN THE TRUCK. THEY SAID THAT THEY WERE ON THE HIGHWAY AND SAW ME IN THE CHUTE. THEY TRAVELED OVER VERY ROUGH GROUND TO PICK ME UP. ENROUTE THEY HAD FOUND THE EJECTION SEAT WHICH THEY HAD IN THE TRUCK BED. THEY PUT MY GEAR INTO THE TRUCK, RETRIEVED THE DROGUE CHUTE. WE THEN DROVE TO THE HIGHWAY WHERE WE SAW DEPUTY SHERIFF ED BOYCE. WE TRANSFERRED ALL THE GEAR EXCEPT THE EJECTION SEAT TO HIS STATION WAGON. I TALKED TO UTAH HIGHWAY PATROL STATION NBR 8 ON HIS RADIO REQUESTING THEY CONTACT [REDACTED] I PROVIDED HIS NUMBER. DEPUTY BOYCE DROVE ME TO STATION NBR 8 IN WENDOVER AND L.A. HEWITT, (SALT LAKE CITY, PHONE AMHERST 5-1976) DRIVER OF THE PICK-UP BROUGHT THE EJECTION SEAT IN SHORTLY AFTER MY ARRIVAL AT STATION NBR 8, I WAS IN TELEPHONE CONTACT WITH [REDACTED] THE HIGHWAY PATROLMEN WERE COOPERATIVE AND EAGER TO ASSIST. HIGHWAY PATROLMAN ROGER SKOUGARD WAS EXCEPTIONALLY HELPFUL IN COORDINATING TRANSPORTATION AND PHONE CALLS. THEY ALL ACCEPTED INSTRUCTIONS AND REQUESTS READILY.

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END OF MSG